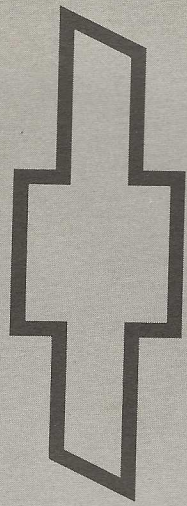
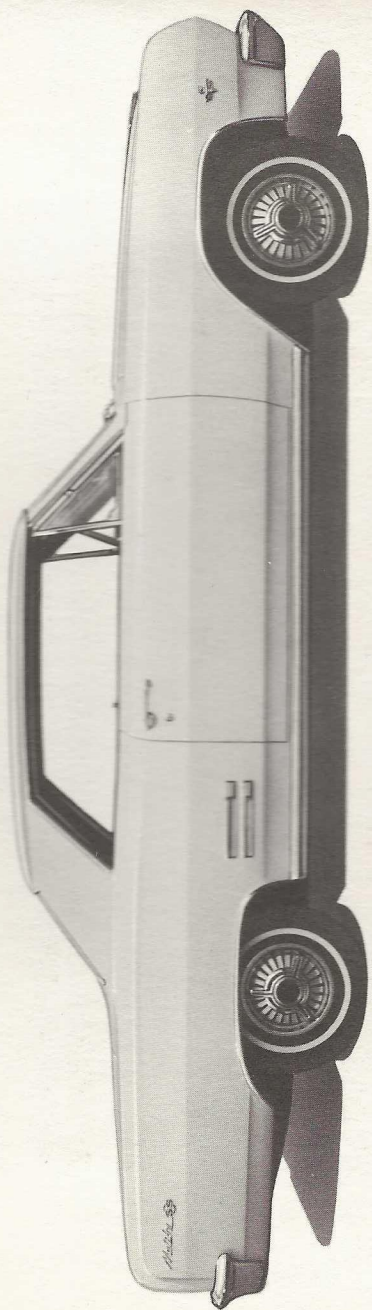


1965



chevelle

OWNERS GUIDE



A WORD FROM CHEVROLET . . .

This Owners Guide contains important information regarding the operation and maintenance of your Chevelle.

In order to obtain maximum enjoyment and usage from your car, we suggest that you familiarize yourself with the contents of this booklet and follow the recommendations outlined.

Your Chevrolet dealer has the trained personnel and specialized equipment to properly service your Chevelle. Have him inspect your car and perform any maintenance or adjustments required.

We would like to take this opportunity to thank you for choosing a Chevrolet product—and assure you of our continuing interest in your motoring pleasure and satisfaction.

CHEVROLET MOTOR DIVISION • GENERAL MOTORS CORPORATION
DETROIT, MICHIGAN 48202

FIRST EDITION

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All information contained in this booklet is the latest product information available at the time of printing. The right is reserved to make changes at any time without notice.

YOUR CHEVELLE'S FIRST FEW HUNDRED MILES OF DRIVING

Sound design and precision manufacturing methods will permit you to operate your new Chevelle without adhering to a formal "break-in" schedule. However, during the first few hundred miles of driving you can, by observing a few simple precautions, add to the future performance and economy of your car.

- It is recommended that your speed during the first 500 miles be confined to a maximum of 60 M.P.H., but do not drive for extended periods at any one constant

speed, either fast or slow. During this period, avoid full throttle starts and, if possible, abrupt stops.

- Gentle braking during the first few hundred miles of operation will result in longer brake life and better future performance. Avoid hard stops especially during the first 200 miles of operation since brake misuse during this period will destroy much future brake efficiency.
- Always drive at a moderate speed until the engine has completely warmed up.

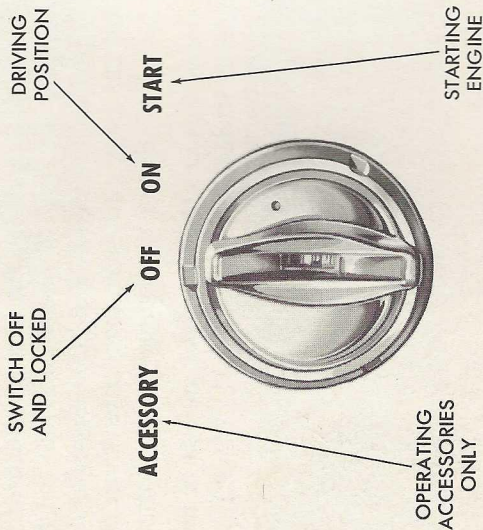
DRIVING FOR ECONOMY

Proper maintenance and wise operation will combine to help you achieve maximum fuel economy with your automobile. Your Authorized Chevrolet Dealer can properly tune and maintain your car but wise operation is your

responsibility. Give the car sufficient warm-up time, do not make full throttle starts or sudden stops, and drive at reasonable speeds and as steadily as traffic permits to gain the benefits of all the economy built into your automobile.

OPERATING

IGNITION SWITCH



The ignition switch has four positions as shown. The octagonal-end key may be removed only when the switch is in the OFF position.

Use the ACCESSORY position for operating the accessories when the engine is not running. Always switch to OFF position and remove the key when leaving your car unattended.

Do not force the key into or out of the lock. The key cannot be removed when switch is in ACCESSORY position.

CAUTION: Carbon monoxide is a poisonous gas produced by the engine of any car. It is odorless, so you cannot detect its presence. Be safe. Never start or run engine in a closed garage. Do not sit in a parked car with engine running unless windows are open.

INSTRUCTIONS

STARTING THE ENGINE

.. WITH THE POWERGLIDE TRANSMISSION

—Place selector lever in N or P position. The engine will not start when lever is in any other position.

.. WITH THE MANUAL TRANSMISSIONS

—Place gearshift control lever in Neutral and depress clutch pedal to the floor.

- INITIAL START—Depress accelerator pedal to floor and release. This presets the automatic choke. Turn ignition switch to START and release as soon as engine starts.

In extreme cold weather (0°F. and below) or when the engine is hot depress the accelerator pedal part way down and hold while starting.

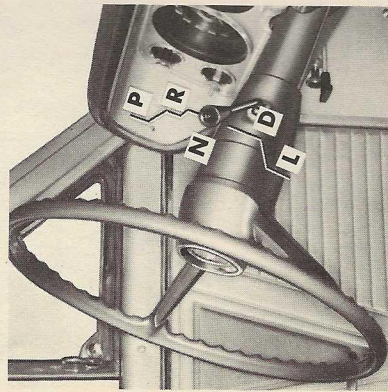
- “FLOODED” ENGINE—Depress accelerator pedal to floor and hold while cranking engine. Never “pump” the accelerator pedal.

WARM-UP

Always let the engine idle for a moment or two after starting and drive at moderate speeds for several miles, especially during cold weather.

DRIVING WITH THE POWERGLIDE AUTOMATIC TRANSMISSION

The Powerglide transmission is a completely automatic transmission which replaces the standard clutch and transmission. After starting the engine with the selector lever in N (Neutral) or P (Park) position, select the range desired and depress the accelerator pedal. The transmission will do the rest. A gradual start with a steady increase of pressure on the accelerator pedal will enable the transmission to shift into the more economical cruising gear in the shortest possible time. Hard acceleration for fast starts will cause the transmission to remain in low gear for a considerably longer period with resultant higher fuel consumption. On the Super-Sport model the Powerglide shift lever is floor mounted as shown at the right. The lever may be shifted freely from N (Neutral) to D (Drive). Press lightly on the shift lever button (located on top of the shift handle) with the palm of your hand as you shift into or out of L (Low) or R (Reverse). Force this button fully down when shifting to and from P (Park).



P-PARK -*LIFT	Use only when car is stopped.	CAR PARKED
R-REVERSE -*LIFT	For backing car—from stop.	NORMAL DRIVING RANGE
N-NEUTRAL	For standing (Brakes Applied).	
D-DRIVE -*LIFT	For Forward Driving. Step hard on accelerator for extra acceleration below 45 mph —V8, 40 mph—6 cyl.	
L-LOW	For hard pulling at low speeds and climbing or descending steep grades. Shift to L only below 40 mph.	SAND, SNOW, MUD AND STEEP GRADES

*Lifting clears stops that prevent unintentional shifts to Park, Low or Reverse on steering column mounted shift lever models.

- **Holding Car on an Upgrade**

When stopped on an upgrade, maintain your position by applying the brakes. Never hold the car in place by accelerating the engine. This could cause damage by overheating the transmission. For the same reason, the engine should never be accelerated in L, D or R with the brakes engaged.

- **"Rocking" Car**

"Rock" the car to free it from mud, sand or snow by slightly accelerating the engine as required and moving the transmission selector lever between D and R positions. Release accelerator while moving selector between D and R positions.

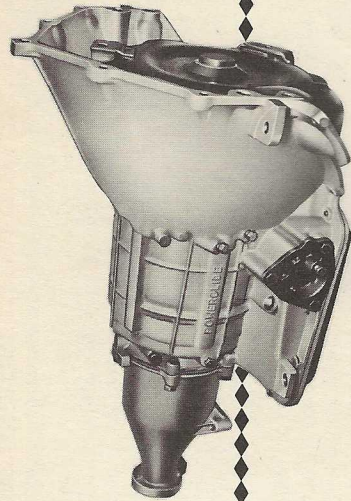
- **Pushing to Start**

Turn off all electrical loads such as radio, heater and, if possible, lights until the engine starts.

With the ignition key turned ON and the transmission in N (neutral), allow the car speed to reach 25 to 30 miles per hour. Then shift the transmission to L (low) position. After the engine starts, the transmission may be operated in the normal manner. Never tow the car to start.

- **Towing**

The car may be towed safely on its rear wheels with

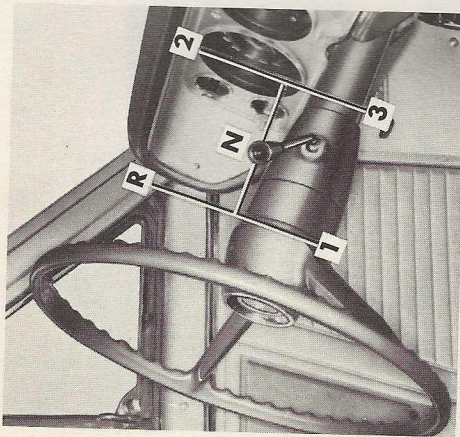


the selector lever in "N" (Neutral) position at speeds of 35 miles per hour or less under most conditions.

However, the drive shaft must be disconnected or the car towed on its front wheels if 1) Tow speeds in excess of 35 mph are necessary, 2) Car must be towed for extended distances (over 50 miles) or, 3) Transmission is not operating properly. If car is towed on its front wheels, the steering wheel should be secured to maintain a straight ahead position.

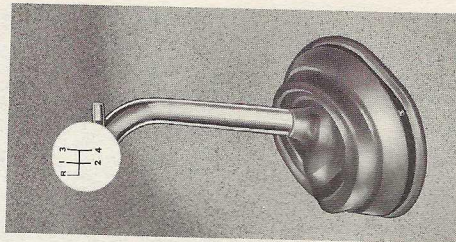
- **Parking Your Car**

To be doubly safe, always engage the parking brake and place the transmission selector lever in "Park" position when leaving your car unattended.



DRIVING WITH THE MANUAL TRANSMISSION

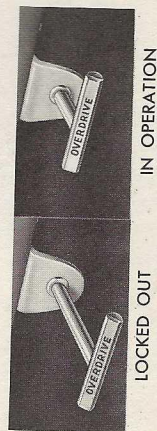
The 3-speed manual transmission shift positions follow the standard pattern shown at the left. The 4-speed transmission shift lever, extending from the floor, has its special shift pattern diagram located on the gearshift knob exactly as shown in the illustration to the right. Depress the clutch pedal fully before attempting to shift to a different gear, then release the pedal to move in that gear. Clutch pedal must be fully released except when shifting gears. Never try to hold vehicle on a grade by partially engaging the clutch. Shifting into 2nd and 3rd gear as soon as possible will add appreciably to your fuel economy. Always shift into a lower gear before the car begins to "lug" or labor on steep grades and also when descending steep hills. Shift into 1st (except 4-speed models) or Reverse gear only after the car has stopped. When a push start is necessary turn off all electrical loads such as heater, radio, and, if possible, lights, turn on the key, depress the clutch, and place the shift lever in 3rd gear. Release the clutch when your speed reaches 10 to 15 miles per hour.



FOUR SPEED TRANSMISSION REVERSE SHIFT—Lift up on the REVERSE release handle just below the lever knob when shifting into reverse. The shift linkage may be adjusted to allow "short stroke" shift lever operation. See your Authorized Chevrolet Dealer.

DRIVING WITH THE OVERDRIVE TRANSMISSION

The optional Overdrive transmission provides an automatic 4th, or cruising, gear. With the unit is operated as a standard 3-speed transmission. Push the handle fully "in" at any time to engage the Overdrive. The unit then will operate as follows: At speeds of 30 mph and over, the transmission may be automatically shifted into 4th gear by momentarily releasing the accelerator pedal. Shift back into 3rd gear for fast acceleration by momentarily flooring the accelerator pedal. Below 26 mph the unit will automatically return to standard drive. To lock Overdrive out while moving, floor the accelerator pedal momentarily and, at the same time, pull out the Overdrive handle. For push starts, the handle should be fully "out."

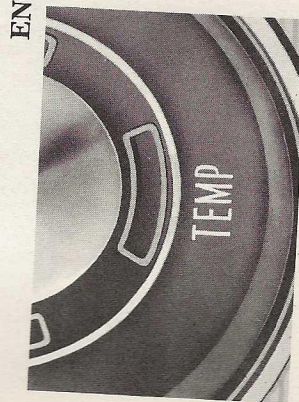


INSTRUMENTS



The instruments, gauges and warning lights conveniently grouped in the instrument cluster are designed to tell you at a glance many important things about the performance of your car. The information on this and the following three pages will enable you to more quickly

understand and properly interpret these instruments. Familiarize yourself with their location and purpose and make it a practice to scan the instrument cluster as you start the engine, after it starts, and periodically as you drive your automobile.



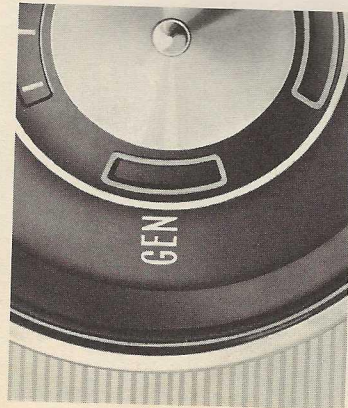
ENGINE TEMPERATURE INDICATOR LIGHT (Except Super Sport Model)
An indicator light is provided in the instrument cluster to indicate a normal operating engine temperature and also quickly warn of an over-heated engine. As you start the car, the red indicator light will go on to let you know that it is operating properly.

After the engine starts, the red light will go out immediately. It will light up at no other time unless for some reason the engine reaches a dangerously high operating temperature. If the red light should come on, the engine must be stopped until the cause of the overheating is corrected.

Check this light frequently as you drive. Engine temperature is normal as long as the red light is off.

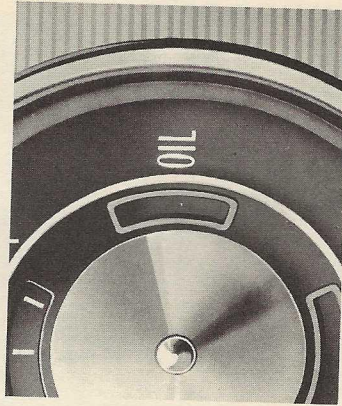
GENERATOR INDICATOR LIGHT (Except Super Sport Model)

This indicator light provides a quick check on the generating system. The red light will be on when the ignition key is in the "on" position, but before the engine is started. After the engine starts, the light should go out and remain out. If the light remains on when engine is running, have your Authorized Chevrolet Dealer check the electrical system as soon as possible.



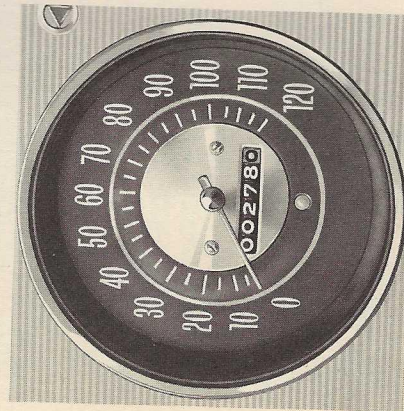
OIL PRESSURE INDICATOR LIGHT (Except Super Sport Model)

This light will be on when the ignition switch is turned on but before the engine is started. Occasionally the light may be seen to flicker momentarily, but this will do no harm. However, if the light remains on during normal driving speeds, the engine should be stopped until the cause of the trouble can be located and corrected. Driving the car with low oil pressure can cause serious engine damage.



SPEEDOMETER AND ODOMETER

The speedometer indicates the speed of the car in miles per hour. The odometer, or mileage indicator, registers accumulated mileage and is useful for checking trip mileages, maintenance periods and fuel consumption.



FUEL GAUGE

This electrically operated gauge indicates the level of fuel in the fuel tank. The gauge registers correctly when the ignition switch is in the "on" position. When the ignition switch is turned "off," the needle will not necessarily return to the empty mark but may stop at any point on the dial.

HEADLIGHT BEAM INDICATOR LIGHT

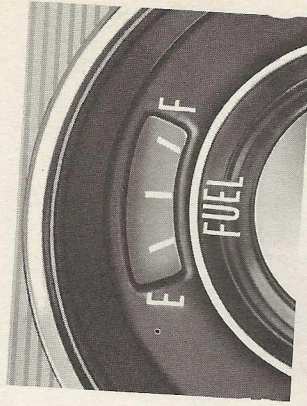


The headlights of your automobile have two sets of beams to provide you with proper nighttime visibility during all driving conditions. The "low" beams are used during most city driving. The "high" beams are especially useful when driving on dark roads since the bright beams of both outboard and inboard lamps are illuminated and they provide excellent long range illumination. The headlight beam indicator will be on whenever the high beams or "brights" are in use. The Headlight Beam Switch controls the headlight beams (see Page 14). Always "dim" your headlights — switch to "low" beam — when approaching or overtaking other vehicles.

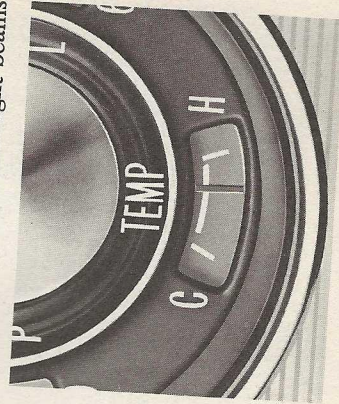
SUPER SPORT MODEL INSTRUMENTS AND GAUGES

Engine Temperature Gauge

Showing engine coolant temperature, gauge readings will vary with air temperature and operating conditions. Hard driving or prolonged idling in very hot weather may produce above normal readings. The ignition switch must be on for accurate readings.

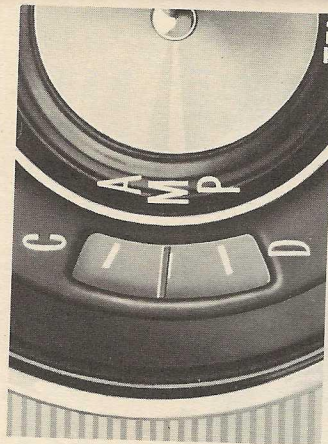


The "high" beams are especially useful when driving on dark roads since the bright beams of both outboard and inboard lamps are illuminated and they provide excellent long range illumination. The headlight beam indicator will be on whenever the high beams or "brights" are in use. The Headlight Beam Switch controls the headlight beams (see Page 14). Always "dim" your headlights — switch to "low" beam — when approaching or overtaking other vehicles.



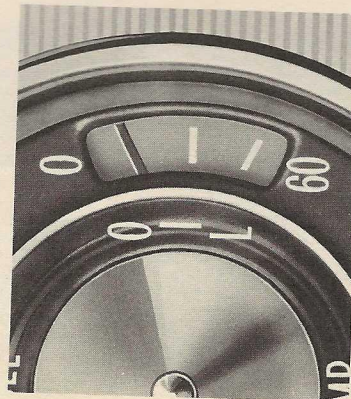
Ammeter

The ammeter shows the rate at which the battery is being charged or discharged. The charging system is equipped with a regulator which controls the charge according to battery requirements. When the generator is supplying more than the current demand, the ammeter will show the charging rate while a discharge will be shown if the current demand is more than the generator output. With the battery fully charged, the charging rate will be low, thus giving an indication of battery condition.



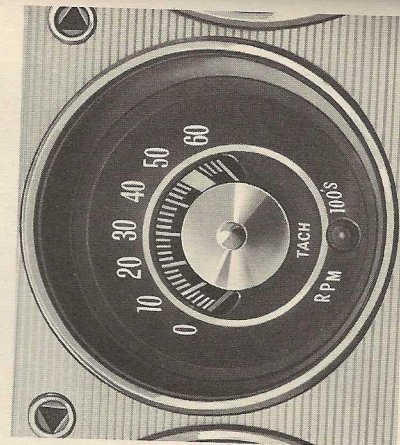
Oil Pressure Gauge

The oil pressure gauge indicates the pressure at which oil is being delivered to the various parts of the engine requiring lubrication. Pressures registered by the gauge may vary according to outside air temperatures or weight of oil being used. Oil pressure of a cold engine being operated at a given speed will be somewhat higher than when the engine is at normal operating temperature at the same speed. Prolonged high speed operation on a hot day at the given speed will result in somewhat lower oil pressure readings.

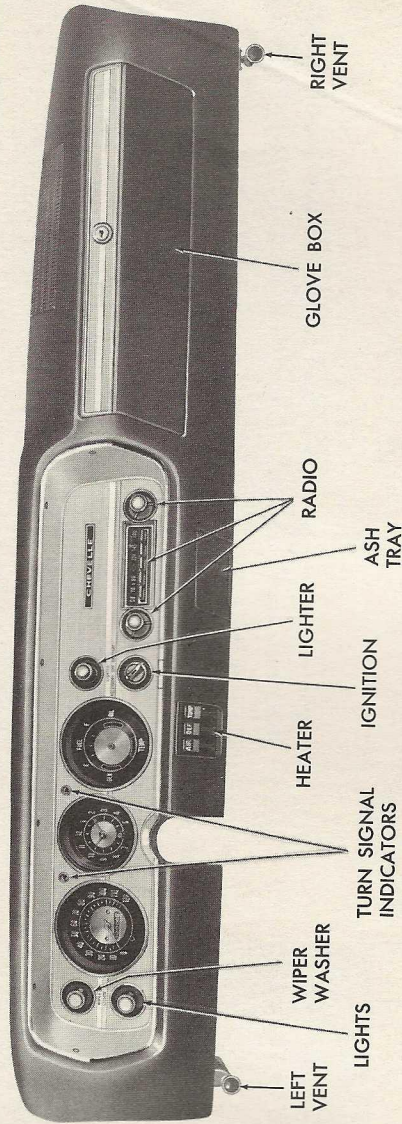


Tachometer

The optional tachometer indicates the speed of the engine in revolutions per minute. The colored area between 5000 and 5500 rpm, indicates the maximum speed which the engine should be run in any one gear position.

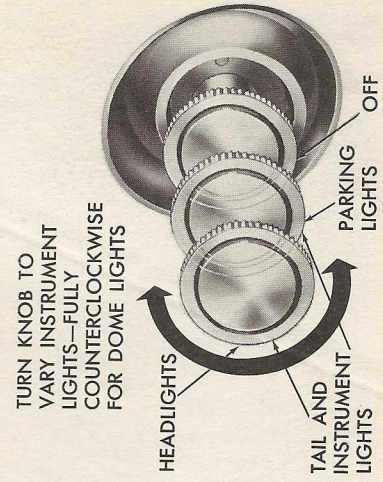


CONTROLS



LIGHT SWITCH

The three position light control switch controls the headlights, taillights, parking lights, instrument lights and dome lights as shown. The headlight and parking light circuits are protected by a circuit breaker in the light switch. An overload will cause the lights to "flicker" on and off. If this condition exists, have your Authorized Chevrolet Dealer check your headlight and parking light wiring immediately.



SELF ADJUSTING BRAKES

Your Chevrolet brakes adjust themselves as necessary whenever a reverse stop is made. Should brake pedal travel become excessive, drive the car backward and forward several times applying the brakes to stop the car. Pedal travel should return to normal after several reverse stops.

Power Brakes

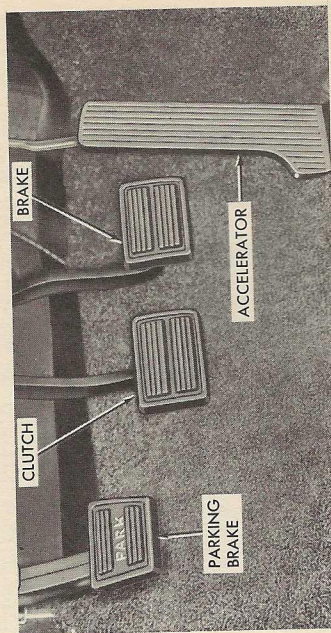
Optional power brakes make use of engine vacuum to help you bring your car to a stop with much less braking effort than needed with regular brakes.

A built-in vacuum reserve supplies three power assisted stops should the engine stall, after which additional foot pressure will be needed for brake response.

Vehicles equipped with optional metallic brake lin-

Parking Brake

The foot pedal type parking brake is designed to engage the rear wheel brakes when the pedal is pushed. To release the parking brake, pull the "Brake Release" handle. The pedal returns to normal position after setting the brake.



ings, whether with standard or power brakes, will require somewhat more relative pedal pressure when cold than conventional brake linings. This condition will exist only until the units warm up, several stops at most.



CLUTCH ADJUSTMENT

Clutch adjustment should be checked and adjusted periodically as necessary to compensate for clutch facing wear. To check, depress pedal by hand until resistance is felt. Free travel of pedal should be approximately $\frac{1}{4}$ -inch; if very little or no free travel is evident, clutch adjustment is required.

WINDSHIELD WIPER CONTROL

Turn the control knob clockwise to start the single-speed electric windshield wiper. Turn the knob counterclockwise to stop the wiper. The optional two-speed electric wiper is operated in a similar manner but has both a "low" and a "high" speed position.

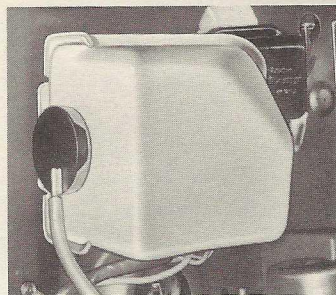
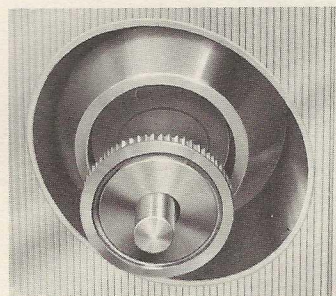
WINDSHIELD WASHER

On cars equipped with a windshield washer, the operating button is located in the center of the wiper control knob. Pressing the button will send a measured amount of water or other cleaning agent onto the windshield and will also cause the wiper knob to turn, thus starting the wiper motor. The wiper will then continue to operate until manually turned off at the wiper knob.

Keep the water container under the hood filled at all times. Avoid operating the washer when jar is empty. G. M. Windshield Washer Solvent added to the water aids in cutting road film and grease from the windshield and is recommended for use at all times except when the temperature falls below freezing.

When the temperature falls below freezing, G. M. Windshield Washer Anti-freeze should be used. Even so, before attempting to use the washers during freezing weather, it is best to first prewarm the windshield by means of the heater defrosters.

Fill the washer jar only $\frac{3}{4}$ full during the winter months to allow for expansion if the temperature should fall low enough to freeze the solution.

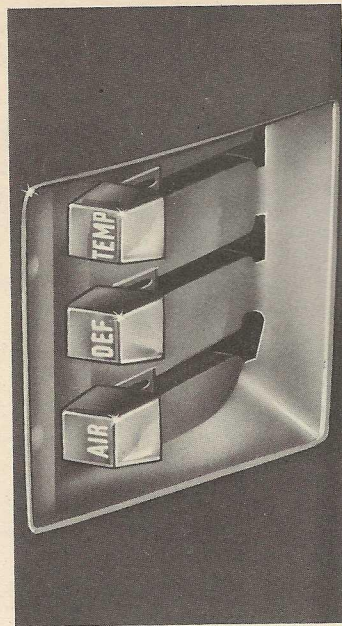


CHEVELLE HEATER

The Chevelle Heater operates on full outside air. Control operation is as follows.

Push the AIR lever half way down so outside air can pass through the heater. Further movement of the AIR lever operates the low, medium and high speeds of the fan.

Adjust the TEMP lever as required to give you the desired degree of heat. Fully down is the maximum heat setting.



DEF—Move the DEF lever down when windshield defrosting is needed. Fully down position diverts the entire air flow to the defroster.

HEATER OPERATING TIPS

The Chevelle heater draws outside air from the air inlet in front of the windshield. Always brush snow from this inlet before operating the heater.

Keep all windows and vents closed to eliminate dust, road and wind noise and uncomfortable drafts.

Operate the heater for several minutes before turning on the defroster. This will clear the system of moisture and reduce windshield fogging.

For most satisfactory heater operation and air circulation,

operate fan on low or medium speeds for normal operation and high speed for quick warm-up.

All defroster controls have a detent position which diverts a portion of the air through the defroster ducts. The detent can be felt as a resistance when the control is moved from the closed position.

During summer driving, additional ventilation may be obtained by moving the DEF and AIR levers to fully open and operating the fan as desired.

AIR CONDITIONING

FOUR SEASON SYSTEM

Heating

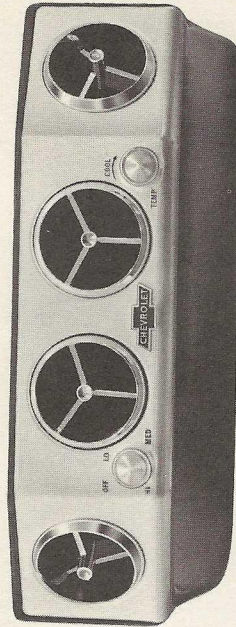
- Move the AIR lever fully down, the AIR COND lever fully up and vary the TEMP lever as required to provide the desired floor outlet air temperatures.
- Move the FAN lever to the desired fan speed.
- Move the DEF lever down for defroster operation.



desired conditioned air temperature through the dash outlets.

- Move the Fan lever to obtain the desired fan speed.

CUSTOM SYSTEM



Cooling

- Move AIR lever fully up when you first turn on the system; down about $\frac{1}{4}$ " after the car has cooled down; fully down during milder weather conditions.
 - Move the DEF lever fully up and the AIR COND lever fully down.
 - Vary the TEMP lever as required to provide the desired conditioned air temperature through the dash outlets.
 - Move the Fan lever to obtain the desired fan speed.
- The Custom Air Conditioning System will provide you with warm weather driving comfort.
- Turn the FAN knob to control the three-speed blower as desired.
 - The TEMP-COOL knob may be regulated to provide the degree of cooling desired. Fully clockwise provides maximum cooling.

AIR CONDITIONER OPERATING TIPS

Close all windows and vents when operating the system except for the first few minutes of operation when the car interior is very hot. Close the windows as soon as the excessively heated air has escaped.

For most efficient operation when cooling the vehicle at altitudes over 4000 feet, move the TEMP lever down approximately $\frac{1}{4}$ " on the Four Season system. On the Custom system turn the TEMP-COOL knob slightly counterclockwise.

Rotate the outlets to direct the cooled air as desired.

Four Season System:

With the controls set for cooling, move the AIR COND lever down about one-quarter of its travel to supply heated air at the floor outlet and cooled air at the dash outlet. This setting will keep your feet warm while supplying cool breathing air during marginal weather conditions.

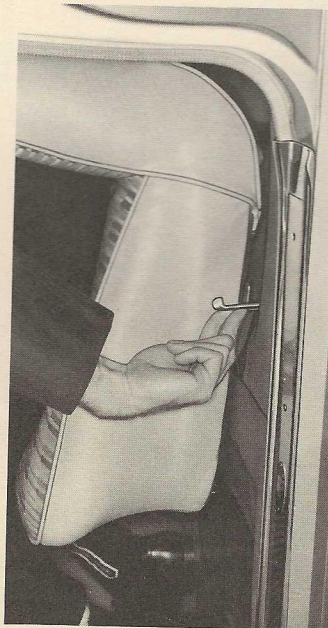
Send additional cool air to the floor, if desired, by opening the rotating door on bottom of the conditioner air duct beneath the Instrument Panel.

SEATS

The front seat of all Chevelle models may be quickly and easily adjusted forward or rearward to provide maximum driving comfort. (Your Authorized Chevrolet Dealer

can make additional adjustments to further tailor the seat to your particular comfort requirements.) The optional electrically operated front seats provide for raising and lowering the entire front seat.

Manually Operated Front Seats



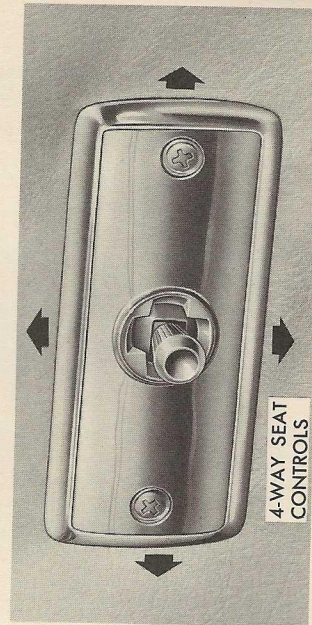
Press backwards on the seat adjuster lever, located on the driver's side of the front seat, to unlock the seat and allow adjustment to the front or rear. As the seat slides forward, it also tilts to provide best posture and increased driving ease. Release the lever to lock the seat in the desired position.

Power Operated Front Seats

The four-way electrically operated front seat combines the operation of the seat to a single control.

The control operates as follows:

The toggle switch is used to move the seat forward, rearward, up or down; corresponding to the direction which the switch is held.



KEYS, DOORS AND LOCKS

The octagonal-end key operates the ignition switch and the front door locks of your Chevelle.

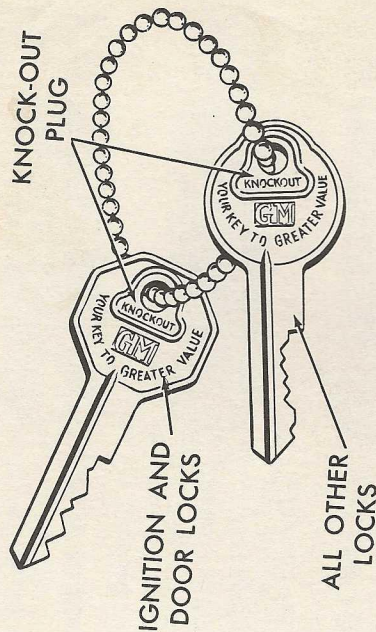
The round-end key operates the locks for the glove box, seat divider compartment on Super Sport models, trunk, all station wagon tailgates and, on two seat station wagons, the optional luggage space lid lock.

Each key has a removable knockout plug on which is stamped its serial number. Record this number so that you may have duplicate keys made in the event that the originals are lost. After recording the number, it is recommended that you remove the knockout plug, using a hammer and punch, and discard it so that your key cannot be duplicated by anyone else.

Door Locks

Chevelle door locks are designed for passenger safety as well as to assure the security of your car and your possessions. Always keep the doors locked when driving as well as when leaving the car unattended.

To lock each door from the outside, depress the inside locking button, hold the outside door handle opening button fully down and firmly close the door. Lock doors from inside by depressing the locking buttons located on the window sills.



Unlock the doors from outside by means of the ignition key (front only) or from inside by lifting up on the inside locking button.

The front doors, whether locked or unlocked, may be opened from inside by lifting the inside door release handle.

The rear door release handles are inoperative whenever the inside locking button is depressed. This button must be lifted before the rear doors can be opened from either inside or outside. (This feature is of particular value if young children ride in the back seat.)

"ALL TRANSISTOR" RADIOS

To operate the radio, the ignition switch must be in "ON" or "ACC" position.

● ● ● AM Radios

The left hand control knob is the "on-off" switch and volume control. At its base is the tone control wing knob. The right hand knob is the manual station selector. With the optional rear seat speaker, a wing knob at the base of the station selector knob allows use of front, rear or both speakers.

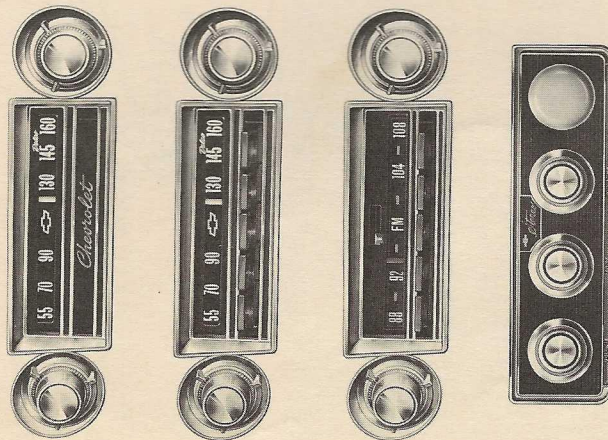
Five push buttons allow station selection in the Push Button radio. To preset, pull the push button "out" as far as it will go, tune in the desired station manually and then push the button fully "in." Repeat for each push button.

● ● ● AM/FM Radio

This set receives clear static-free FM broadcasts as well as standard AM programs. Move the slide bar to select AM or FM reception. Controls are the same as in Manual and Push Button radios. FM broadcasts may be received as far as 60 miles from the sending station, depending on the power of the station and existing terrain. Push buttons may be set for AM, FM or both.

● ● ● Stereo Multiplex Adapter

The optional Stereo Multiplex Adapter permits FM stereo reception with the AM/FM radio. Radio controls are used to turn the set on and off and for station selection. Controls on the adapter are Volume, Tone and Balance (to balance the front and rear speakers). For a pleasing stereo effect the front speaker reproduces one channel and the rear speaker reproduces the other channel. The indicator light on the adapter will be on when the radio is tuned to an FM stereo station. Most broadcasts on such stations will be in stereo.



Antenna

For best FM operation the antenna must be extended to a length of 30 inches. For best AM operation the antenna should be fully extended.

OTHER FEATURES

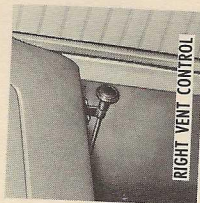
AIR VENTS

The air vents in each kick panel admit air from the vent grille just ahead of the windshield. Control knobs shown below open and close the vents.

Four Season Air Conditioning equipped cars have no control knob for the right hand vent, since the vent is a part of the air conditioning system.



LEFT VENT CONTROL



RIGHT VENT CONTROL



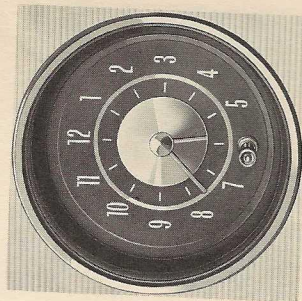
RIGHT VENT

ASH TRAY AND CIGARETTE LIGHTER

Pull out on lower edge to expose the ash tray. To remove the tray, pull fully out and then toward the right. To install, insert tray in opening and push back into place. On cars so equipped, push in on the cigarette lighter to operate. When heated ready for use, it will "snap" back into normal position.

GLOVE BOX

The glove box is locked and unlocked with the round end key. When open, the door forms a small table for cups or glasses.



CLOCK

Reset the clock, if your car is so equipped, by pulling out the knob and turning the hands clockwise if slow, counterclockwise if fast. This will, if the clock error is three minutes or more, automatically compensate for time gain or lag. Several resettings, several days apart, may be needed to properly adjust the clock mechanism. Have your clock cleaned and oiled by a competent clock serviceman at least every two years.

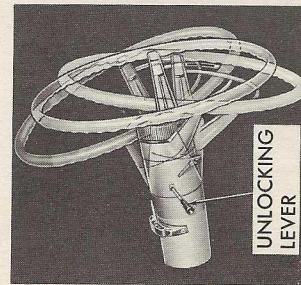
POWER STEERING

The optional Chevelle Power Steering system supplies about 80% of the effort needed to turn the front wheels. Should the engine stop, your Chevelle may still be steered safely.

COMFORTILT STEERING WHEEL

Lift the control lever of the optional Comfortilt seven position steering wheel to move the wheel up, thus allowing you greater ease of entry and exit.

Adjust the wheel for maximum comfort by holding the control lever up while moving the wheel to the desired position, and then releasing the lever to lock the wheel.



Vary the wheel position frequently during long drives. You'll finish your trip less fatigued and more alert.

SEAT BELTS

Fasten your seat belt by pushing the metal catch into the buckle until it "snaps" into place. Tighten the belt until comfortably snug by pulling on the loose end extending from the buckle. *Do not wear belt loosely.* Loosen by turning the entire buckle outward. Lift up the buckle lever to unlatch and release the belt. *Never buckle an individual seat belt around more than one person.*

It is recommended that seat belt retractors be used on the outboard belt half only. When buckling the belt be sure it is fully extended so *there is no webbing wound around the retractor drum*, then adjust for proper fit at the buckle.

Clean belts when necessary, without removing them from the car, with a stiff bristle brush using a detergent recommended for nylon. *Never bleach or dye seat belts.*

POWER WINDOWS

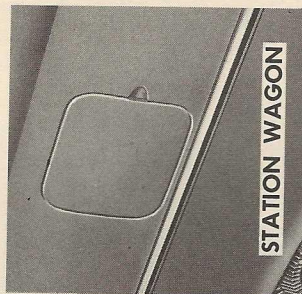
An electrical switch operates each side window if your Chevelle is equipped with the optional power operated windows. The drivers master switch controls all side windows in the car.

HOOD RELEASE

Lift the hood release to open the counterbalanced hood. If the hood must be slammed to insure closing, it is in need of adjustment. A hard slam should not be necessary.



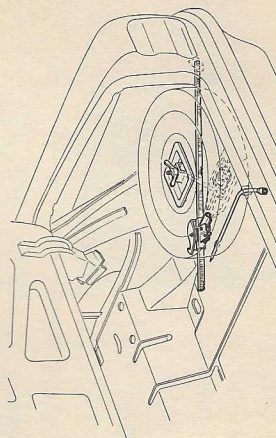
PASSENGER



STATION WAGON

GAS CAP

The gas cap is located behind the rear license plate on all models except station wagons where it is located in the left rear fender. Swing the hinged lid to expose the gas cap. Station wagon models make use of an anti-surge, vented gas cap. All other models use a non-vented gas cap. If gas cap is lost, see your Authorized Chevrolet Dealer for a replacement.



REAR COMPARTMENT

Unlock and open the counterbalanced trunk lid with the round end key. Close the lid firmly to lock it. The spare tire and auto jack are located in the trunk. The illustration shows proper jack and tire stowage.

STATION WAGON

LOWERING THE TAILGATE

Before opening the tailgate, be sure to *fully* lower the tailgate window. Operation of both types of window is outlined below. When operating the vehicle with the

Manually Operated Tailgate Window

Unlock the tailgate using the round key, then lower the window by pulling out the window regulator handle at the arrow end and turning the handle counterclockwise. Rotate handle counterclockwise and snap into place.

Raise the window by pulling out the window regulator handle at the arrow end and turning the handle clockwise. Rotate handle counterclockwise and snap into place.

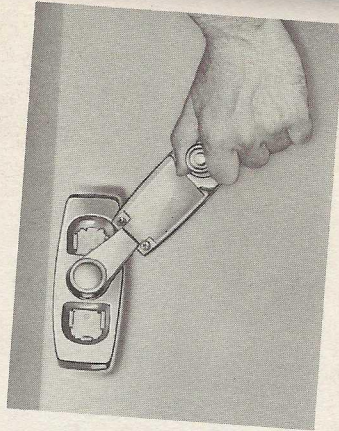
To open the tailgate, lower the window all the way down, lift the release handle located on the inside just below the window and pull the tailgate open.

To close the tailgate lift into position and slam firmly.

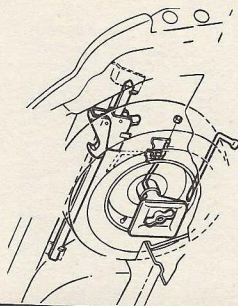
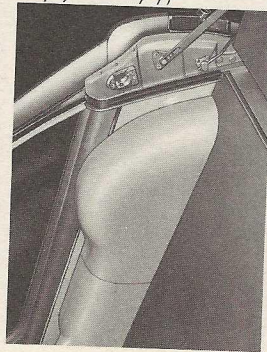


Electrically Operated Tailgate Window

Operate the optional electric tailgate window by means of one of the switches pictured. Use the round end key to operate the window from outside. Open the tailgate by rolling the window *fully* down and lifting the release handle inside the tailgate.



tailgate window open, the cowl vents should be opened and the front window vents closed to avoid drawing dust and other contaminants through the tailgate opening.



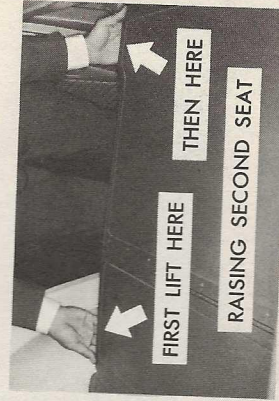
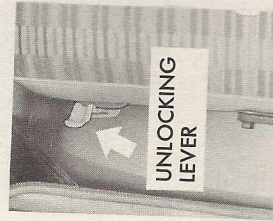
STATION WAGON SPARE TIRE AND JACK STORAGE

The spare tire and jacking equipment are stowed behind a removable panel in the right rear quarter panel. The panel is held in place by means of a toggle latch on its lower edge. After loosening the latch, the panel may be removed from the car. The tire is held in place by the large wing nut and the jacking equipment is securely held behind the tire.

OPERATING THE FOLDING SEATS

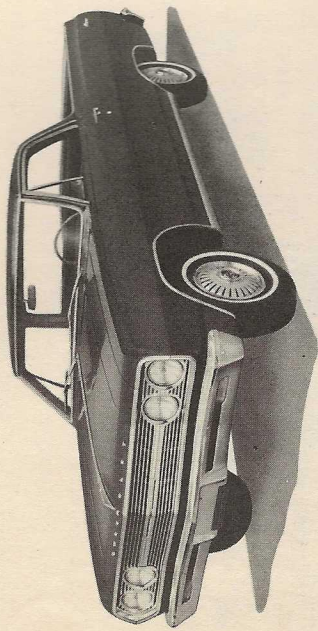
The rear seat of your Station Wagon may be quickly and easily converted into cargo space when needed.

- Release the locking lever on the right hand side of the rear seatback.
- Pull seatback forward and down.
- To raise the seat, lean on the front edge of the seatback panel to remove tension from the filler panel, lift up the filler panel at the location shown above, then lift seat back up and rearward until it locks into place.
- Operate both sections of the optional two-section second seat in the same manner.



CONVERTIBLE

Except for the folding top, the convertible model is operated in the same manner as other Chevelle Passenger Cars. Consult your booklet "Operation and Care of Folding Top."



EL CAMINO

Except for obvious differences because of the sedan pick-up body, the El Camino models are operated in the same manner as the other Chevelle Passenger Cars.

Control of the El Camino's height is provided by Air Adjustable rear shock absorbers. Level the vehicle with air applied to the conventional tire-type filler valve located on the top right hand side of the parcel shelf behind the seat. A minimum pressure of 10 psi must always be maintained. After the vehicle is loaded, pressure may be increased until the rear of the vehicle reaches the desired riding height or to a maximum of 90 psi. Maximum air pressure for unloaded conditions is 65 psi and 90 psi for loaded conditions. Super-Lift air adjustable shock absorbers are also available as optional equipment on all other Chevelle models.

TRAILERS and their EFFECT on CAR OPERATION

Chevelle passenger cars are designed primarily for passenger conveyance. However, it is well known that many owners do use Chevelle to pull trailers, and when available trailer hauling options have been used, the owners have experienced very satisfactory service.

When a trailer is attached to a car, the car becomes not only a load-carrying vehicle, but a load-pulling vehicle. The demands of this type of operation are very different from those for which the automobile is primarily designed and may present problems, such as spring and tire loading, braking, cooling, lighting, and steering. However, careful driving practices and the use of factory-recommended options will better satisfy the requirements of trailer hauling.

If in the opinion of the manufacturer a part or component of a motor vehicle has been adversely affected

by misuse of the vehicle with trailer loads, such part or component will not be covered by the manufacturer's warranty.

The size of and equipment for trailers, including such items as hitches and safety chains, brakes, lights, power-weight ratios and over-all length, are generally subject to safety regulations in all states, and it is the responsibility of the user to make certain that he is in full compliance with the regulations of the states in which he plans to operate with a trailer and of the Interstate Commerce Commission, if applicable, before doing so. Further, when operating a car with a trailer attached, the driver must realize that the performance, steering characteristics, and braking distance of his car have been altered, and that he must exercise greater caution to handle his car and trailer safely.

MAINTENANCE AND LUBRICATION

GASOLINE AND ENGINE OIL

In the selection of gasoline and engine oil to be used, it is best to consider the reputation of the refiner or marketer. This is the best means of obtaining gasoline and oil of high quality.

Gasoline

All Chevelle 6 cylinder engines and V-8 engines with two-barrel carburetors are designed to operate efficiently on regular grade gasolines commonly sold in the United States and Canada.

All Chevelle higher performance V-8 engines are designed to operate efficiently on premium grade gasolines commonly sold in the United States and Canada. Use of regular grade gasolines in these higher performance V-8 engines may result in excessive knocking.

Since the octane quality of all regular grade or of all premium grade gasolines is not the same and factors such as altitude, terrain and air temperature affect operating efficiency, excessive knocking may result, even though you are using the grade of gasoline recommended for your engine. If excessive knocking occurs in your engine, it may be necessary to use the next higher grade of gaso-

line, and if knocking continues, consult your Authorized Chevrolet Dealer.

If you plan to operate your Chevelle outside the continental limits of the United States or Canada, there is a possibility that the best fuels available are so low in octane quality that excessive knocking and serious engine trouble may result from their use. To minimize this possibility, write to Chevrolet Motor Division, General Motors Corporation, Service Operations Department, Detroit, Michigan 48202 giving: Your engine serial number (see page 45), the compression ratio of your engine (see page 46) and the country or countries in which you plan to travel. You will be furnished details of adjustments or modifications which should be made to your engine by your Chevrolet dealer prior to your departure. After arriving in a foreign country, contact the nearest authorized General Motors dealer for brand names of the best fuels available and advice as to where they may be purchased.

In all cases excessive knocking should be avoided as much as possible in order to prevent possible engine damage. Operation of your car under conditions of continuous or excessive knocking constitutes misuse of the engine for which the Chevrolet Division is not responsible under the terms of the manufacturer's New Vehicle Warranty.

OIL VISCOSITY AND QUALITY

The use of high quality oil of the correct viscosity is your best assurance of continued reliability and performance from your engine.

It is recommended that you use an oil which, according to the label on the can is:

- (1) intended for service MS and
- (2) passes car makers' tests or meets General Motors Standard GM 4745-M.

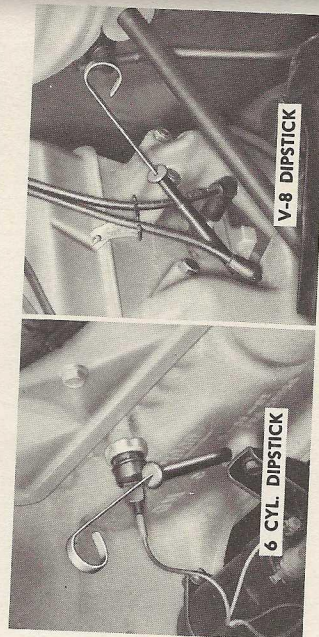
OIL LEVEL

Regardless of the change interval being followed check the oil level (with the engine hot) on the dipstick regularly. Keep oil level between the FULL and ADD marks, by adding oil when level is at or below the ADD mark. It is not necessary to keep the level at the FULL mark. DO NOT OVERFILL.

Lowest Anticipated Temperature During Time Oil Will be in the Crankcase	Single Viscosity Oils	Multi-Viscosity Oils
32° F.	SAE 20 or 20W	SAE 10W-30
0° F.	SAE 10W	SAE 10W-30
Below 0° F.	SAE 5W	SAE 5W-20

NOTE 1: SAE 30 or 10W-30 is recommended when most of the driving is at high speeds and/or at temperatures above 90° F.

NOTE 2: SAE 5W-30 oils may be used during periods when temperatures of 32° and below are to be expected.



COOLING SYSTEM CARE

Your Chevrolet engine cooling system is equipped with a 180° thermostat and is designed to operate on permanent type (ethylene glycol) anti-freeze. Non-Permanent type coolants are not recommended since they are not satisfactory for year around use and may not effectively inhibit corrosion of the engine cooling system when used with the quality of water found in some areas.

If the anti-freeze was installed at the factory or if it meets the requirements of General Motors Standard GM 1899-M which contains adequate corrosion protection, it may be left in the cooling system for 24 months or 24,000 miles, whichever occurs first.

Check the coolant level regularly. Level should be 1" below top of filler neck when cold. Add water or permanent anti-freeze as required to maintain proper level. Concentration of coolant should be to 0° F. or below to insure sufficient corrosion protection.

Drain and flush cooling system every 24 months. Fill with mixture of permanent type anti-freeze (GM 1899-M or equivalent) and water to provide proper concentration of coolant.

Each fall have your Chevrolet dealer inspect the cooling system to insure that all connections are leakproof and anti-freeze content will provide adequate protection in cold weather.

The standard radiator cap is a 13 lb. pressure type. Air conditioned vehicles are equipped with a 15 lb. pres-

sure type cap to provide added protection. The radiator cap must be installed tightly.

- To remove the cap: turn a quarter of a turn to allow the pressure in the cooling system to escape safely, then turn the cap all the way off.

CAUTION: *After a long hard drive or after driving during extremely hot weather, never attempt to remove the radiator cap until the engine has been stopped and allowed to cool for several minutes. Then carefully remove the cap as described above.*

Draining the Cooling System

To drain the cooling system completely.

- All models—open the drain cock at the center underside of the radiator.
- Six Cylinder engine—remove the drain plug located at the left rear side of the block.
- Eight Cylinder engine—remove the drain plugs located on each side of the V-8 block just above the oil pan.

Be sure to close the radiator drain cock and replace the engine drain plugs before refilling the cooling system.

BATTERY CARE

Check the fluid level in each cell of your battery regularly. Keep filled with distilled water to the bottom of the split ring in the vent tube. DO NOT OVERFILL.

TIRE CARE

Keep your tires inflated to the recommended pressures. Over-inflation can adversely affect riding comfort and quietness, while under-inflation affects vehicle handling and tire life.

Vehicle Loading and Tire Selection

Full load capacity of the vehicle is:

All Models except Station Wagons and Pick-Up Delivery	1100 lbs. Total:	3 Passengers in Front Seat 3 Passengers in Rear Seat 200 lbs. luggage
Station Wagons	1200 lbs. Total:	3 Passengers in Front Seat 3 Passengers in Rear Seat 300 lbs. luggage
Pick-Up Delivery	1250 lbs. Total:	3 Passengers in Front Seat 800 lbs. additional load

Manufacturer's original equipment 4-ply rating tires are designed and thoroughly tested to meet all normal requirements of your vehicle as outlined above. For continuous full load service or heavy duty operation, over-sized tire options are recommended at the above recommended tire pressures. Their use is particularly applicable to Station Wagons.

Recommended Tire Inflation Pressures	Tire Ply Rating	Average Owner Service Up to 5-Passenger Load (Normal Inflation)***				Continuous Service with Over 5-Passenger Load Up to Full Load Capacity (Maximum Inflation)			
		Cold*		Hot**		Cold*		Hot**	
		Front	Rear	Front	Rear	Front	Rear	Front	Rear
All Models Except Station Wagons and Pick-Up Delivery	4	24	24	29	29	26	30	31	35
Station Wagons	4	24	28	29	33	@24	30	@29	35
Pick-Up Delivery	4	24	24	29	29	@24	30	@29	35

*After car has been parked for 3 hours or more, or driven less than one mile.
**Pressures can rise as much as 7 pounds above cold figures depending on loads carried, length of driving, and car speed prior to checks.

***Pick-Up Delivery average owner service: 2-Passenger +300 lbs. additional load.
@Front tire loads do not increase appreciably with cargo loading, therefore, the above is recommended for best steering characteristics.

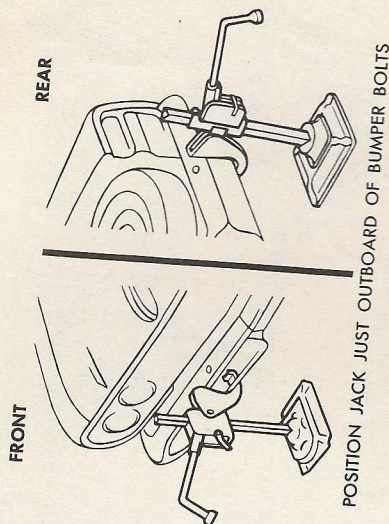
Changing Tires

Position jack under bumper as shown. Set parking brake, block diagonally opposite wheel, remove hub cap and loosen wheel nuts. Set small lever on jack to UP position, and using the wheel nut wrench as the jack handle, raise car until the tire clears the ground. Remove the wheel and put on the spare, tightening the wheel nuts. Move the jack control lever to down position and lower car one notch at a time until wheel touches ground. Retighten wheel nuts and replace hub caps.

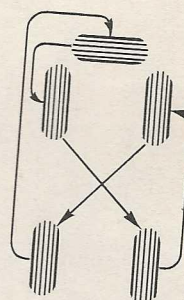
CAUTION. Never run the engine with car on jack, especially if the car is equipped with a positraction rear axle.

For Maximum Tire Life

- Keep tires properly inflated.
- Check regularly for cuts, bruises and puncturing objects. Nails etc. will often be carried in the tire with no noticeable loss of air. Do not remove a puncturing object until prepared to change or repair the tire.
- Avoid sudden starts and stops; take curves and corners slowly.
- Avoid driving over curbs, sharp objects or chuckholes.
- Have wheel alignment checked periodically, especially when tires show unusual wear.
- Rotate tires every 6,000 miles as shown in diagram and reset to recommended tire pressures.



ROTATING TIRES



— RECOMMENDED SCHEDULE FOR PERIOD

The time or mileage intervals on the following pages are intended as a guide for establishing regular maintenance and lubrication periods for your Chevelle. Sustained heavy duty or high speed operations or operation

under adverse conditions may necessitate more frequent servicing. To determine specific recommendations for conditions under which you use your car, consult your Authorized Chevrolet Dealer.

ENGINE OIL *

Engine oil should be changed every 60 days or 6,000 miles, whichever occurs first.

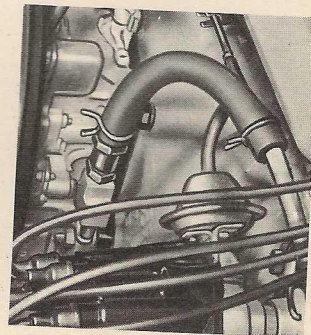
ENGINE OIL FILTER *

The oil filter should be changed at 6,000 miles or 6 month intervals, whichever occurs first.

CRANKCASE VENTILATION *

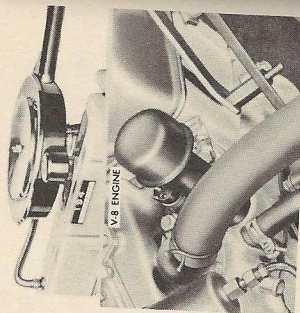
Valve Type

At every oil change the valve should be tested for proper function and replaced when necessary.



CRANKCASE BREATHER *

At every oil change the breather cap should be cleaned in solvent and re-oiled.

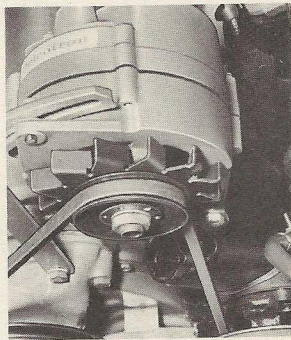


*Under prolonged dusty driving conditions, it is recommended that these operations be performed more often.

C MAINTENANCE AND LUBRICATION

FAN BELT

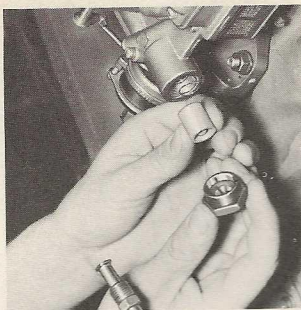
Every 6,000 miles inspect fan belt for wear, fraying, cracking and tension. Belt should be retightened only when it deflects more than $\frac{1}{2}$ " with moderate thumb pressure applied midway between pulleys.



FUEL FILTER

Replace filter element located in carburetor inlet (shown at right) if carburetor flooding occurs.

Every 12,000 miles — replace element in bowl-type filter if engine is so equipped.



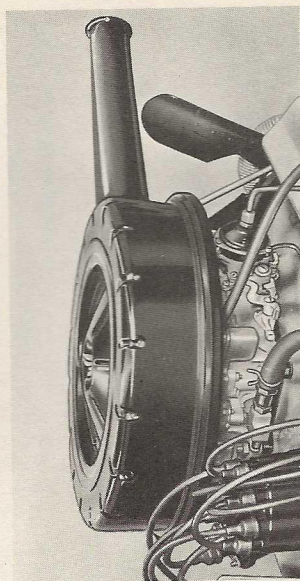
AIR CLEANER CARE*

Paper Element Type — First 12,000 miles, inspect or test element; if satisfactory, element may be reused but must be rechecked every 6,000 miles thereafter. Element must not be washed, oiled, tapped or cleaned with an air hose.

Polyurethane Type — Every 12,000 miles clean element in suitable solvent such as Kerosene, squeeze out all solvent, soak in engine oil, and squeeze out. Then squeeze in a clean dry cloth to remove excess oil.

Flame Arrestor — Every 12,000 miles clean with a suitable solvent and dry with compressed air.

*Under prolonged dusty driving conditions, it is recommended that these operations be performed more often.



ENGINE TUNE-UP

Every 12,000 miles have engine tune-up operations performed to maintain maximum engine performance and fuel economy.

DISTRIBUTOR CAM LUBRICATOR

6 Cylinder Engine

Rotate cam lubricator 180° at 12,000 mile intervals—Replace at 24,000 mile intervals.

8 Cylinder Engine

Change cam lubricator end for end at 12,000 mile intervals—Replace at 24,000 mile intervals.

BATTERY

Every 6,000 miles — Clean both battery terminals and oil felt washer.

BRAKES

Inspect brake linings periodically. Frequency of inspection will depend on traffic, terrain and the driving habits of the driver.

Master Cylinder

Every 6,000 miles—Check fluid level and maintain $\frac{3}{4}$ " below filler opening with GM Hydraulic Brake Fluid, Supreme No. 11.

Parking Brake Lever and Linkage

Every 6,000 miles—Apply a zinc oxide white lubricant to parking brake lever assembly pivot points.

TRANSMISSION

3-Speed, Overdrive and 4-Speed

Every 6,000 Miles—Check at operating temperature and fill as necessary to level of filler plug hole with lubricant specified in Note 2, page 40.

Powerglide

Every 6,000 miles—Check fluid level on dipstick with engine idling, selector lever in neutral position, parking brake set and transmission at operating temperature. If fluid level is below full mark on dipstick, add small amount of Automatic Transmission Fluid Type "A" bearing the mark AQ-ATF followed by a number and the suffix letter "A". Recheck fluid level on dipstick and again add a small amount of fluid if needed to bring level to full mark. DO NOT OVERFILL.

Lubricate Powerglide shift linkage at frame and transmission with lubricant specified in Note 1, page 40.

Every 12,000 miles (more frequently*, depending on severity of service, if vehicle is used to pull trailers, carry full loads during high ambient temperatures, operate in mountainous terrain or operate under other severe conditions)—Remove fluid from the transmission sump and

add two (2) quarts* of fresh fluid. Operate transmission through all ranges and check fluid level as described above.

*Except if vehicle is equipped with transmission provided in heavy duty service options. If so equipped, drain converter and sump every 12,000 miles and add approximately nine (9) quarts of fresh fluid.

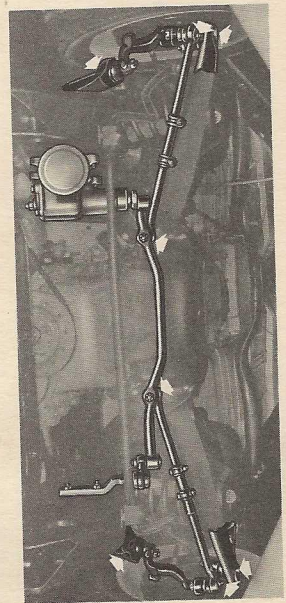
REAR AXLE

Standard

Every 6,000 Miles—Check and keep filled to level of filler plug hole with SAE 90 lubricant specified in Note 2, page 40.

Positraction

Same as standard axle but use only the special Positraction Rear Axle Lubricant available at your Chevrolet Dealer.



FRONT SUSPENSION

Every 6,000 miles or 6 months—lubricate 4 fittings with lubricant specified in Note 1, page 40.

Ball joints should not be lubricated unless their temperature is 10° F. or higher. During colder weather, they should be allowed to warm up before lubrication.

CLUTCH CROSS-SHAFT

Every 36,000 miles or sooner, if necessary—remove plug, install lube fitting and lubricate with lubricant specified in Note 1, page 40.

STEERING LINKAGE

Every 6,000 miles or 6 months—lubricate with lubricant specified in Note 1, page 40. Fitting at each tie rod end (4 fittings).

STEERING GEAR (Manual)

Every 36,000 miles—check steering gear lubricant level in the following manner:

1. Remove the forward and the outboard steering gear cover attaching screws.
2. Inject lubricant specified in Note 1, page 40, into the forward cover attaching screw hole until lubricant begins to come out of the outboard screw hole.
3. Replace both cover attaching screws.

POWER STEERING

Every 6,000 miles or 6 months—check level in pump reservoir. Fill pump reservoir as required with Automatic Transmission fluid "Type A" with AQ-ATF-A mark. Oil should be at operating temperature when checking or filling operation is performed to ensure against overfilling.

FRONT WHEEL BEARINGS

Clean, repack and adjust with a high melting point wheel bearing lubricant, whenever brake service is required.

AIR CONDITIONING

RUN THE SYSTEM FOR FIVE MINUTES EVERY WEEK DURING WINTER MONTHS—TO LUBRICATE SEALS AND MOVING PARTS.

After the first 6,000 miles—have your Chevrolet Dealer check the tightness of all hose clamp connections. Every 6,000 miles—check sight glass under the hood after the system has been in operation for several minutes. Sight glass should be clear but may, during milder weather, show traces of bubbles. Foam or dirt indicate a leak which should be corrected immediately by your Authorized Chevrolet Dealer.

NOTE 1: Lubricate with water resistant EP Chassis Lubricant.

NOTE 2: Use SAE 80 or SAE 90 Multi-purpose Gear Lubricant meeting requirements of U.S. Ordinance Spec. MIL-L-2105B.

MINOR TROUBLE SHOOTING GUIDE

	FUEL SYSTEM AND ENGINE										ELECTRICAL SYSTEM							COOLING SYSTEM				
	Check Fuel Gauge	Flooded Carburetor	Empty Carburetor Bowl	Poor Fuel Supply to Carburetor	Idle Adjustment*	Automatic Choke*	Oil Level and Pressure	Condition of Air Cleaner	Ignition Switch Malfunction	Automatic Transmission Selector Lever	Check Spark	Battery and Connections	Generator and Voltage Regulator Connections	Coil and Distributor Leads	Starter Connections and Solenoid	Damp Electrical Connections	Generator Condition*	Radiator Water Level	Air Flow Through Radiator Restricted	Fan Belt Condition and Tension Adjustment	Cooling System Thermostat	Through Check and Tune-up Suggested*
On the following pages, see paragraph:	A	B	D	B-C-D	E	D-E	L	E	F	F	K	G	G	J	H	I	G	M	N	O	P	
Information on page:	11						10-32	37		6-7		43					10	33			33	
CAR WILL NOT START:																						
Engine Will Turn Over	1	4		3							6			2	4	5						7
Engine Will Not Turn Over									2	1		3										5
CAR WILL START — BUT:																						
Only After Repeated Tries																						1
Stalls in a Few Seconds			2	1	3																	
Stalls When Hot					1	2		3														4
Idles Rough					1			2														3
Engine Overheats																		1	2	3	4	
"Oil" Indicator Light Comes On							1															
"Gen" Indicator Light Comes On												3	2				4				1	

If your car acts in the following manner:

Check here in sequence shown for possible causes.

*See Your Authorized Chevrolet Dealer

The chart on the previous page, and the information on the pages which follow, contain information designed to aid the average driver to discover, and possibly to correct, conditions resulting in minor mechanical difficulties in his car. The chart, designed to point out possible solutions to several of the most common automotive malfunctions and point out a logical checking sequence, will lead step by step to the most likely causes and corrective procedures. If, after making the checks and adjustments suggested, the source of the trouble has not been found and corrected, it is strongly recommended that an Authorized Chevrolet Dealer inspect the vehicle and make whatever repairs or adjustments are necessary.

FUEL SYSTEM AND ENGINE

If the ignition switch will cause the engine to "turn over" or "crank" but the car will not start, check Steps A through D below.

NOTE: If continual "flooding" of the carburetor is evidenced by a carburetor wet with fuel or black exhaust smoke, perform the operation suggested in paragraph D only.

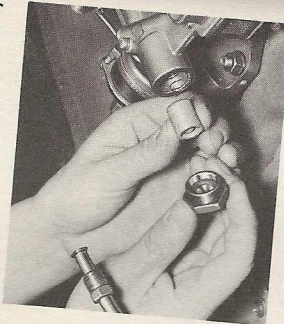
(A) The first and most obvious, and one of the most frequently overlooked, items to check when you have difficulty in starting your car is the amount of fuel in the tank. Make it a habit to check the FUEL GAUGE regularly and especially at a time when the engine will "turn over" but will not start.

(B) If the fuel tank is not empty,

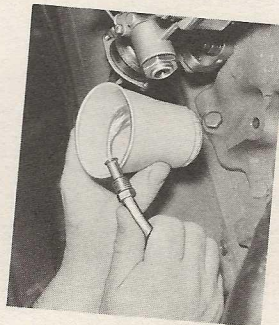
you may check further to see whether the fuel is reaching the carburetor. Remove the air cleaner and operate the throttle linkage several times while noting if a spray is visible inside the carburetor bore. If not, disconnect the fuel line at the carburetor and remove center wire from coil tower before cranking engine. Place a jar or cup under the open line and briefly "crank" the engine by means of the starter. If fuel measurably spurts from the fitting, you may assume that the FUEL LINES are clear and the FUEL PUMP is operating properly. If no fuel leaves the line, either the fuel lines or fuel pump are at fault. See your Authorized Chevrolet Dealer.

(C) Before reconnecting the fuel line to the carburetor, remove the FUEL FILTER from the carburetor inlet and check its condition. If it appears to be clean, replace it and reconnect the fuel line. If the filter appears to be plugged, clean it as well as possible by scraping out the foreign material with a new one as soon as possible.

(D) If the fuel seems to be reaching the carburetor properly, the problem may be: an EMPTY CARBURETOR BOWL caused by a "stuck shut" carburetor; a FLOODED CARBURETOR caused by a "stuck open" condition and evidenced by gasoline flowing down the outside of the carburetor; or a stuck CHOKE valve. Remove the air cleaner from the carburetor. Check that the choke valve moves freely and is not stuck. (Don't mistake normal spring tension for a stuck valve.) Tap the side of the carburetor sharply several times with a light tool such as a screwdriver handle or pliers. Replace the air cleaner and attempt to start the engine.



Fuel Filter



Checking Fuel Flow

(E) If the car will start but stalls when hot or has a rough idle, you can suspect a faulty **IDLE ADJUSTMENT**, a malfunctioning **AUTOMATIC CHOKE** or an extremely dirty and blocked **AIR CLEANER ELEMENT**. Clean (oil wetted or oil bath air cleaner) or replace (paper element air cleaner) your air cleaner element if necessary. Idle adjustment or automatic choke service (other than that outlined in paragraph D above) should be performed by your Chevrolet Dealer.

If the above Fuel System checks and the checks suggested under the Electrical System following do not correct the malfunction, it is recommended that you turn to your Authorized Chevrolet Dealer for further checks, adjustments or repairs.

ELECTRICAL SYSTEM

If, when the ignition key is turned to "Start", the engine will not turn over, you have good reason to suspect electrical trouble.

(F) When there is no response at all to attempts to start the car, check the obvious—your **AUTOMATIC TRANSMISSION SELECTOR LEVER** must be in Neutral or Park position before the engine can be started. Turning the **IGNITION SWITCH** rapidly back and forth several times will sometimes correct a poor internal switch contact.

(G) The **BATTERY** may be discharged. If so, lights will be dim and the horn will have a poor tone if it will blow at all.

Usually a battery recharge will be necessary to return the battery to operation. Occasionally, however, a push start and long drive will recharge the battery.

NOTE: Never remove Delco-tron BAT lead without first disconnecting battery ground cable.

NOTE: If the battery is determined to be dead, for no apparent reason, have your Authorized Chevrolet Dealer check the battery, the **GENERATOR** and the **VOLTAGE REGULATOR**. **GENERATOR** trouble should already have been indicated by the generator indicator light on the instrument panel.

POOR BATTERY CONNECTIONS may be suspected if the car has operated properly a short time before and now not even the horn will operate. Check both ends of both battery cables. If the connections are corroded, a car may sometimes be restored to operation by removing all cable ends, scraping all contacting surfaces clean with a pen knife, and reassembling. If the cables are broken, they must be replaced. The power supply should now be restored unless the battery is dead.

(H) If, however, the lights and horn work properly but the starter will still not turn over, check the **STARTER** connections. A "click" from the starter solenoid indicates that the wiring to the starter is properly installed. If the wiring seems to be clean and tightly installed, the trouble is probably in the starter itself and should be referred to your Authorized Chevrolet Dealer.

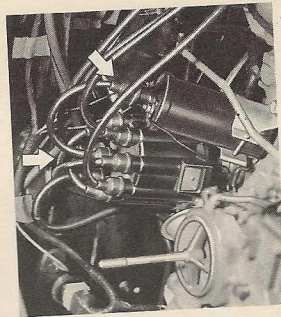
When the engine will "turn over" but will not start, the following items may be checked along with the Fuel System Checks listed previously.

(I) With a clean dry cloth wipe the ceramic portions of the spark plugs dry. In particularly damp or rainy weather dampness may be the cause of not starting, especially when the engine is cold.

(J) Check the cables at the top of the distributor and coil as well as each spark plug cable for tightness.

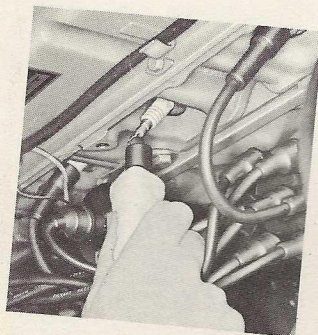
(K) If the car will still not start, check for spark at the spark plugs in the following manner:

Pull one of the spark plug wires off its spark plug. Insert a short piece of bare wire (such as



Distributor and Coil Cables
(V-8 shown)

a bobby pin) between the rubber cup at the end of the spark plug wire and the tubular metal connector inside of it. If the spark plug wire is wet or oily, wipe it dry. Wrap a dry handkerchief or facial tissue, folded several thicknesses, around the wire at least three inches back from the end and grasp the wire at this point. Hold the bare wire about 1/4 inch from the bare tip of the spark plug from which you removed the wire. When the engine is "turned over" a spark should jump across the 1/4 inch space, indicating ample current supply. If no spark jumps, the difficulty is probably caused by a defective ignition part and should be corrected by your Authorized Chevrolet Dealer.



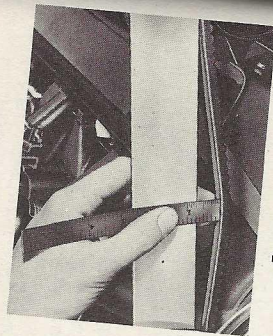
Checking Spark

COOLING SYSTEM

When the car will run but evidences serious overheating on the temperature gauge in the instrument panel, there are several items which may be checked.

- (L) Engine overheating will occur when the OIL LEVEL falls dangerously low. Check the oil level as a matter of course.
- (M) Low WATER LEVEL will, of course, cause engine overheating. Determine the cause of the low water level and have it corrected if necessary.

- (N) Check the RADIATOR CORE. Clean it if it is plugged with bugs, leaves or other foreign material.
- (O) Condition of the FAN BELT is very important, not only for engine cooling but also for proper generator operation. Check the condition of the belt. Replace it if it is worn or frayed. Loosen the generator bolts and move the generator toward the engine to remove and replace the belt. Tighten the belt, whether new or old, by loosening the generator bolts, prying with a bar on the generator until the belt is tensioned properly, then retighten the generator bolts. Proper belt tension is such that, when pressed hard at a point midway between the generator and fan pulleys, the belt will deflect about 1/2 inch.



Fan Belt Tension



Thermostat Installation

- (P) Another cause of engine overheating may be an inoperative COOLING SYSTEM THERMOSTAT. If the thermostat should fail in the closed position, it will not permit water to circulate through the system. In such an emergency the thermostat may be removed but should be replaced with a properly functioning thermostat as soon as possible.

ENGINE SPECIFICATIONS

CARBURETOR ENGINE DATA	L-6 Engine		V-8 Engine	
	194 Cu. In.	230 Cu. In.	283 Cu. In.	327 Cu. In.
	1 Barrel		2 Barrel	4 Barrel
Horsepower	120 @ 4400	155 @ 4400	195 @ 4800	250 @ 4400 300 @ 5000 350 @ 6200
Torque	177 @ 2400	215 @ 2000	285 @ 2400	350 @ 2800 360 @ 3200 360 @ 4000
Comp. Ratio	8.5:1		9.25:1	10.5:1 11.0:1
Bore	3.563	3.875	3.875	4.0
Stroke	3.25		3.0	3.25
Firing Order	1-5-3-6-2-4		1-8-4-3-6-5-7-2	

The following 14mm plugs are provided for Chevelle engines.
Spark Plug Gap035"

	Normal Service (Original Equip.)	Hotter Plug (For City-Type Operation)	Colder Plug (For Continuous Heavy Duty Oper.)
194 & 230 L-6 Engines	AC-46N	—	AC-44N
283 V-8 Engine (195 H. P.)	AC-45	AC-46	AC-44
327 V-8 Engine (250 & 300 H. P.)	AC-44	AC-45	AC-43
327 V-8 Engine (350 H. P.)	AC-44	AC-45	AC-43

FUSES AND CIRCUIT BREAKER:

A Circuit Breaker in the light control switch protects the headlamp and parking lamp circuits, thus eliminating one fuse. Where current load is too heavy, the circuit breaker intermittently opens and closes, protecting the circuit until the cause is found and eliminated.

Fuses, located in the Junction Block beneath the dash are:

Instrument Lights	3AG/AGC-	3 amp.
Tail, Stop, Courtesy, Glove Box, License Plate, Dome Lights	3AG/AGC-	15 amp.
Radio (Manual and Push Button)	3AG/AGC-	2½ amp.
Heater	3AG/AGC-	10 amp.
Backup Light, Parking Light and Brake Signal Light	3AG/AGC-	10 amp.
Windshield Wiper	3AG/AGC-	20 amp.
Four Season and Custom Deluxe Air Conditioning	SAE-30 amp.	
Custom Air Conditioning	SAE-20 amp.	

Overdrive Fuse, 3AG/AGC- 15 amp., is located in wiring harness on engine side of the dash panel just forward of the instrument panel.

An Air Conditioning high blower speed fuse, SAE-30 amp. (Four Season) or SAE-20 amp. (Custom), is located in wire running from starter solenoid to Air Conditioning wiring harness.

TURN SIGNAL FLASHER:

Type	Series
Capacity	2-bulb

BULB SPECIFICATIONS

	Candle-power	Number
Headlamp Unit—		
Outer—High Beam	37½ W	4002L (Sealed Beam)
Low Beam	55W	4001L (Sealed Beam)
Inner—High Beam Only	37½ W	
Parking Lamp and Directional Signal	4-32	1157
Tail and Stop Lamps	4-32	1157
Back-up Lamp	32	1156
Instrument Lamps	2	1895
Direction Signal Indicator Lamp	1	1445
Oil Pressure, Generator and Headlight Beam Indicator Lamps	2	1895
Glove Compartment Lamp	12	211
Dome Lamp	6	631
Courtesy Lamp (Convertible)	4	67
License Plate Lamp	2	1893
Radio Dial Lamp	1	1445
Heater Control Panel Lamp	2	257
Brake Alarm Lamp	1	1445
Transmission Shift Quadrant		

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				ST-8	(1962*)	2.75
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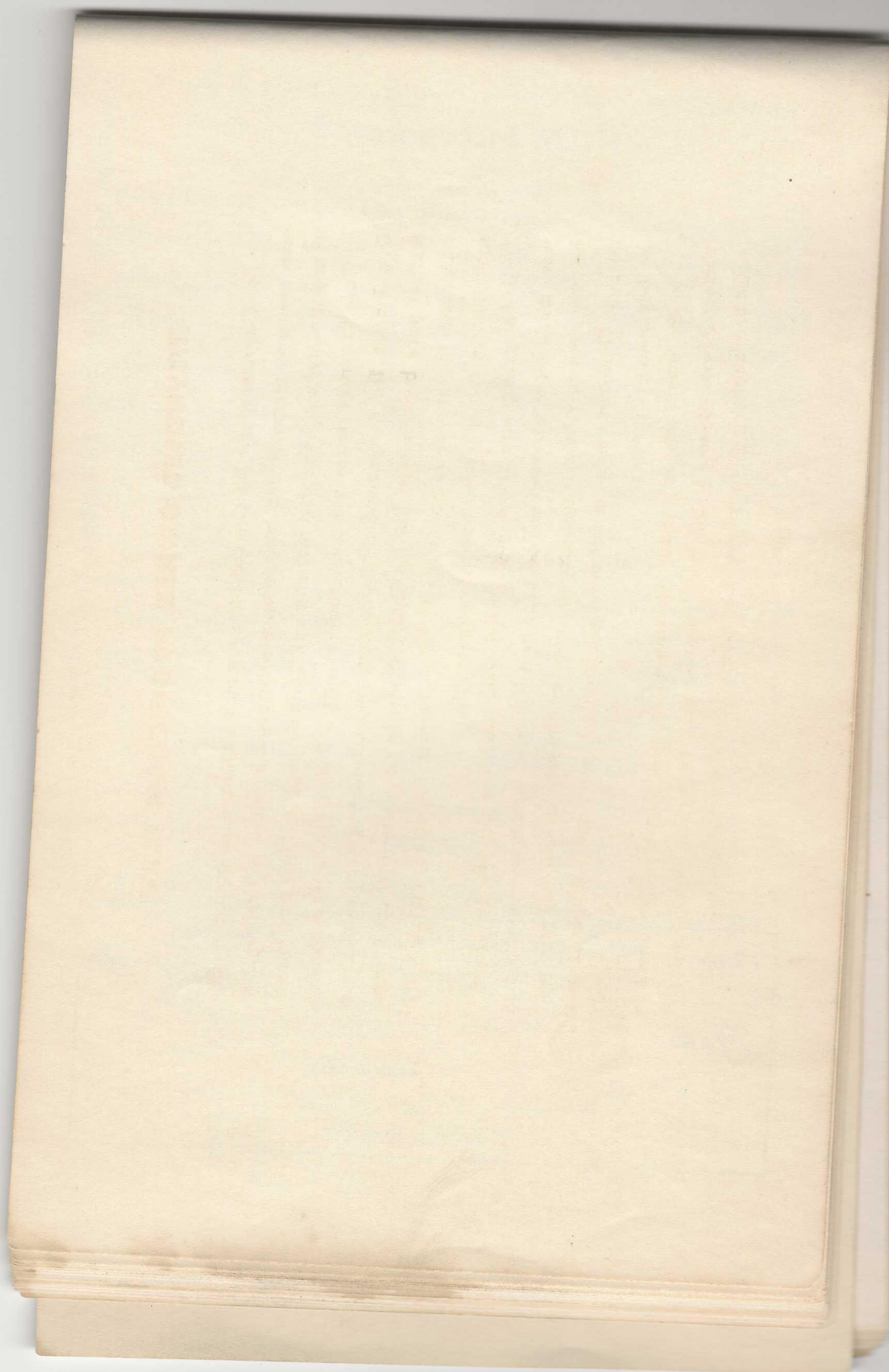
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